

The China Mail.

Established February, 1845.



VOL. XLI. No. 6901.

號九月九日五十八八年一英

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.O. BACON & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 100 & 104, Leadenhall Street.

PARIS AND EUROPE.—AMBERT PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. C. HEINZEN & CO., Macau.

CHINA.—Macao, F. A. DE CRUZ, S. L. O'NEILL & CO., Amoy, WILSON, NICHOLS & CO., Foochow, HENG & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE, 40, Threadneedle Street, London.

BRANCHES: In India, China, Japan and the Colonies.

THE BANK receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVAN-

TAGEOUS TERMS, etc.

75 per Cent. or 1st Dividend equal to 87 $\frac{1}{2}$ per Cent. for whole Share.

H. A. HERBERT, Manager, Hongkong Branch.

Hongkong, July 4, 1885. 1123

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,000,000 RESERVE FUND, \$4,500,000 RESERVE FOR EQUALIZATION OF DIVIDENDS, \$8,500,000 RESERVE LIABILITY OF PRO- FEES, \$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. F. D. SASQUON.
Deputy Chairman—A. MOLYER, Esq.
O. D. BOTTONLEY, M. GROTH, Esq.
H. H. HOPFUS, Esq.
H. L. DALMINTON, Hon. W. KESWICK, Esq.
A. P. MOLENTEN, Esq.
W. H. FORBES, Esq. E. E. SAMSON, Esq.

CHIEF MANAGER, THOMAS JACKSON, Esq.
MANAGER, EWEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BANKS DISCOUNTED.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager,

Hongkong, August 24, 1885. 1440

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Summes than \$1, or more than \$250 for one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3 $\frac{1}{2}$ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

Hongkong & SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager,

Hongkong, May 7, 1885. 754

THE HONGKONG HAIR DRESSING SALOON.

HONGKONG HOTEL BUILDINGS.

A LADY'S HAIR DRESSING SALOON is attached to this Establishment, and LADIES are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 754

Intimations.

IMPERIAL GERMAN CONSULAR COURT AT CANTON.

In the Matter of the Estate of HEINRICH ERELL, Deceased.

NOTICE is hereby given that Mr. H. DEMERING has been nominated Administrator of the above Estate, and that all Persons having any CLAIMS or DEMANDS against the Estate of the said H. ERELL, Deceased, or against the Firm H. ERELL at Canton, are hereby required to send the full particulars of their Claims, either to the said Mr. H. DEMERING, or to the Undersigned.

All Persons INDEBTED to the Estate are requested to make immediate Payment to the said Mr. H. DEMERING.

Canton, 7th September, 1885.

O. F. von MÖLLENDORFF, 1502 Acting Consul for the German Empire.

NOTICE.

The Undersigned have been nominated by Special Appointment COMMERCIAL AGENTS for the FOREIGN BUSINESS of HIS EXCELLENCE the VICEROY of CHIHLI.

RUSSELL & Co., 1373
Hongkong, August 11, 1885.

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Hongkong & SHANGHAI BANKING CORPORATION.

T. JACKSON,
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Hongkong, May 7, 1885. 754

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A LADY'S HAIR DRESSING SALOON is attached to this Establishment, and LADIES are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 754

For Sale.

LANE, CRAWFORD & Co.

HAVE NOW RECEIVED THEIR NEW STOCK OF—

SPORTSMEN'S SUNDRIES & AMMUNITION.

DOUBLE-BARRELLED FOWLING PIECES in Cases, with IMPLEMENTS Complete, from \$45.00.

ELEY'S Brown, Blue and Green CARTRIDGE CASES.

ELEY's White FEET, Grey CLOTH and Grease-proof WADS.

ELEY's Cylindrical Wire CARTRIDGES.

Newcastle Chilled SHOT, all sizes.

PICAR & WILK's ALLIANCE SPORTING POWDER.

Re-capping, Loading and Ramming MACHINES.

Combined Loading and Turnover MACHINES.

POWDER and Shot MACHINES, and SHELF EXTRACTORS.

Water-proof GUN CASES and BAGS.

Cartridge BELTS and BAGS.

Water-proof Gloves and Leather LEGGINGS.

Field and Case GUN-CLEANERS, Gun OIL.

ON BOTTLES, SCREW-DRIVERS, and Case CUTTERS.

CALCUTTA—FIFTH SUN HATS (extra thick for Sportsmen).

English-made Hand-sown SHOOTING BOOTS.

(PIC-NIC and SHOOTING PARTIES supplied with FRESH STORES, WINES, &c., at special rates.)

LANE, CRAWFORD & Co.

Hongkong, August 23, 1885. 1478

SCOTCH TWEED SUIT,

(COAT, VEST AND PANTS),

15 DOLLARS.

Over One Hundred Patterns to choose from.

THE success which attended our introduction of this 'SPECIALITY' last year, induced us to increase our Orders for this season, and our London Agents having secured a very large Lot of SCOTCH TWEEDS of exceptionally good value, we now offer them to our Customers at the above quotation.

It can be readily understood that the profit on each suit must of necessity be small, but we estimate that, from increase of business, a greater profit will ultimately accrue to us than if we charged a higher price.

The same attention will be given, to the making up and fitting of these suits as would be to the most expensive materials.

Robert Lang & Co., 1512
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

Hongkong, September 2, 1885. 1514

W. POWELL & Co.

OPENING OF THE CRICKET AND LAWN TENNIS SE

THE CHINA MAIL.

[No. 6901.—SEPTEMBER 9, 1885.]

For Sale.

MACEWEN, FRICKEL & Co.

VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
ARE NOW LANDING

DEVOE'S NONPARUEL KEROSINE
OIL.

HITCHCOCK MECHANICAL
'NO CHIMNEY'
LAMP.

S T U D E N T ' S L A M P.

FAIRBANK'S SCALES.

MACKENZIE & MACKENZIE'S
BISCUITS.

NEW SEASON'S TEA,
in 5 or 10 Catty Boxes.

YELLOW GOOSEBUTTER,
in 5 or 10 lbs Tins.

Condensed MILK,
CALIFORNIA PRODUCTS.

COOKING STOVES.

AGATE IRON WARE,
Milner's FIRE PROOF SAFES,
Do. CASH AND PAPER
BOXES.

ALLEN & GENTLE'S
TOBACCO AND CIGARETTES.

BEER AND PORTER
in
Hugebads.

THE USUAL ASSORTMENT
of

OILMAN'S STORES,

WINES,

at the lowest possible prices

FOR CASH.

MACEWEN, FRICKEL & Co.
Hongkong, September 9, 1885. 1510

Notices to Consignees.

NOTICE TO CONSIGNEES.

S.S. STRAITS OF GIBRALTAR,
FROM GLASGOW, PENANG, SINGA-
PORE, ILOIO AND MANILA.

CONSIGNEES of cargo are hereby re-
quested to send in their Bills of
Lading to the Undersigned for countersign-
ature, and take immediate delivery of
the Goods from alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored
at Consignee's risk and expense, and no
Fire Insurance will be effected.

Optional Cargo will be forwarded on to
SHANGHAI, unhesitatingly, to the contrary be-
ing given before Next Tuesday, the 9th
Instant.

All claims against the Steamer must be
presented to the Undersigned on or before
the 14th Instant, or they will not be re-
cognised.

ADAMSON, BELL & Co.,
Agents.

Hongkong, September 4, 1885. 1533

Not Responsible for Debts.

*Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers, or
Crew of the following Vessels, during
their stay in Hongkong Harbour:*

ANNIE H. SMITH, American ship, Capt.
R. B. Brown, P. & O. S. N. Co.

B. H. STEINBERG, German brig, Captain
Chr. Meyer, Melchers & Co.

EDWARD MAY, American barque, Capt.
C. A. Johnson, Russell & Co.

FRANCIS PENNELL, American ship, Capt.
E. P. Nichols, Order.

HAROLDINE, American 4-masted schooner,
Captain Tibbets, Order.

HIGHLANDER, American ship, Capt. N. A.
Buchalter, Russell & Co.

NAUTAUS, British ship, Captain Ed. H.
Lover, Capt. F. S. N. Co.

PESSONIUS, American barque, Capt. P. L.
Chapman, Arnold, Karberg & Co.

PSYCHE, French barque, Capt. Svarain.

TITAN, American ship, Capt. C. H. Alyon.

Russell & Co.

To-day's Advertisements.

KOBE BEEF.

M R. J. KENNEDY will kill KOBE
BULLOCKS on MONDAYS and
FRIDAYS. Orders should be sent to the
House Repository on these days for de-
livery on TUESDAY and SATURDAY
MORNINGS.

Hongkong, September 9, 1885. 1571

HONGKONG HOTEL.

THE HOTEL is prepared to SUPPLY
SHOOTING, PICNIC, BOATING,
and other EXCURSION PARTIES with
all necessaries.

No Charge will be made for Un-opened
Bottles, Tins, &c., returned to the Hotel
in Good Order.

Apply to

H. Sc. CLAIR GREELEY,
Manager.

Hongkong, September 9, 1885. 1572

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction, on
SATURDAY,

the 12th September, 1885, at 2 p.m., at his
Sales Rooms, Queen's Road—

SUNDRY

HOUSEHOLD FURNITURE, &c.,

comprising—

ENGLISH-MADE DRAWING-ROOM SUITE,

MARBLE TOP CENTRE and SIDE TABLES,

MIRRORS, ORN. PAINTINGS, CARPETS and

HEALTH RUGS;

EXTENSION DINING TABLE, SIDEBOARD,

WHENOTTS, OVAL CROCKERY, GLASS and PLATED

WARE;

DOUBLE IRON BRIDGEMAN, WARDROBES,

CHEST OF DRAWERS, MARBLE-TOP TOILET

TABLE and WASHTABLE.

Also—

A GRAND COTTAGE PIANO, by J.

J. WAGNER, &c., &c., &c.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, September 9, 1885. 1573

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSIU

The P. & O. S. N. Co.'s
Steamship
Folkestone,
Capt. G. W. Brady, will
leave for the above place on SATURDAY,

12th September, at Noon.

A. MOLVER,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 9, 1885. 1570

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW

(SHARP PEAK.)

The P. & O. S. N. Co.'s
Steamship
Folkestone,
Capt. F. Astor, will be
despatched for the above
Ports on SATURDAY, the 12th Instant, at
3 p.m.

For Freight or Passage, apply to

Douglas Lapraik & Co.,
General Managers.

Hongkong, September 9, 1885. 1567

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW

(SHARP PEAK.)

The P. & O. S. N. Co.'s
Steamship
Folkestone,
Capt. F. Astor, will be
despatched for the above
Ports on SUNDAY, the 13th Instant, at
9 a.m.

For Freight or Passage, apply to

Douglas Lapraik & Co.,
General Managers.

Hongkong, September 9, 1885. 1568

STEAM TO SINGAPORE, PENANG AND BOMBAY

The P. & O. S. N. Co.'s
Steamship
Folkestone,
Capt. W. G. Fletcher, will leave
for the above places on WEDNES-
DAY, 10th September, at 3 p.m.

A. M. GIBSON,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 9, 1885. 1569

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Departure of the
Steamship
Asia,
Capt. Tammotsu, is POST-
PONED until further notice.

For Freight or Passage, apply to

Russell & Co.,
General Managers.

Hongkong, September 9, 1885. 1566

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Departure of the
Steamship
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Russell & Co.,
General Managers.

Hongkong, September 9, 1885. 1566

Vessels Advertised as Loading.

Destination.

Vessel.

Captain.

Agents.

Date of Leaving.

Amoy and Tamsui..... Fokien (s). Goddard..... Douglas Lapraik & Co. Sept. 12, at 3 p.m.

Havre & via Sue Canal..... Lydia (s). Voss..... Siemson & Co. Sept. 12.

Kobe and Yokohama..... Tschern (s). Leopold..... P. & O. S. N. Co. Sept. 13, at daylight.

London, via Sue Canal..... Kedive (s). Lexington..... P. & O. S. N. Co. Sept. 11, at 4 p.m.

London, via Sue Canal..... Orestes (s). Adamson, Bell & Co. About September 12.

Manila..... Solus (s). Webster..... Rossel & Co. September 13.

Marseille, &c., via Saigon..... Yangtze (s). Lorimer..... Messenger Maritime. Quick despatch.

New York, City of Rio de Janeiro (s). Longby..... Adamson, Bell & Co. September 17, at noon.

San Francisco, via Yokohama..... Reporter..... Bayley..... Russell & Co. Quick despatch.

Shanghai, via Sue Canal..... Raymond..... Raymond..... September 12, at noon.

Singapore, via Amoy..... Rosette (s). Butcherfield & Swire..... September 13.

Singapore, Penang and Calcutta..... Devalion (s). Worcester..... September 16, at 3 p.m.

Singapore and Bangkok..... Taisang (s). Davies..... September 17, at 3 p.m.

Singapore and Foochow..... Arthur..... R. Jones..... Jardine, Matheson & Co. September 18, at 3 p.m.

Singapore and Malacca..... Woosung (s). Gibb, Livingston & Co. September 19, at 4 p.m.

Singapore and Malacca, &c., via Sydney and Melbourne, &c., via Tsinan, via Swallow..... Pechili (s). Gibb, Livingston & Co. About September 15.

Tsinan, via Swallow, and Hiogo..... Bonvenue (s). Gibb, Livingston & Co. September 14, at 4 p.m.

SHARE LIST.—QUOTATIONS.

Stocks.

Nos. of Shares.

Value.

Paid-up.

POSITION FOR LAST REPORT.

Reserve.

Balance of Funds.

Last Dividend.

Closing Quotations.

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THE CHINA MAIL.

The North-China Daily News of the 1st instant has the following:

"We have not often to complain of the Hongkong Post Office, but now and then the officials of that useful establishment manage to forward letters and papers by some old fashioned boat that can scarcely get out of her own way. Yesterday we received here yesterday that might have reached Shanghai days ago, among which was a copy of the *Hansard* of the 22nd August, whereas later files of this paper were received last week."

We have made inquiries on this subject, and the following explanation, which seems a perfectly fair and reasonable one, has been furnished to us.—This complaint may possibly refer to the *Empress*. It is the rule to send everything that has accumulated for Shanghai by the first steamer that is going. If there is more than one, an endeavour is made to choose the best. But steamers are often detained at such short notice that a mail having been put on a slower boat, a faster one, despatched with perhaps only an hour or two, of notice to the Post Office, will pass her on the way up. Then, again, steamers hang about instead of leaving as notified, and it is impossible to be always getting mails back again on the chance that a boat leaving more promptly may be the better opportunity.

At the adjourned enquiry, held this afternoon into the circumstances attending the death of John Carter, a seaman of the S.S. *Rosetta*, Mr Charles Barkley, the doctor of the Rosetta, Mr. Way, the third officer, and a seaman named Barnett, were examined.

The evidence was to the effect that the deceased had, on the evening of the 6th inst., after coming off watch at 8 o'clock, taken his pillow from his quarters below to the skylight on the upper deck with the intention of lying down for a time on the skylight to get cool before turning in. The skylight was eight feet above the level of the deck, and was close to the fore hatchway. Barnett appears to have been in the habit of sleeping on this skylight ever since the vessel arrived in Hongkong, but this was the first night the deceased man had done so.

The skylight was a dangerous place to sleep on, and it appears that about 11.15 p.m., the deceased fell off it down into the hold through the open hatchway, a distance of some thirty-two feet. Barnett, who was sleeping beside him, was awakened, and, after obtaining assistance, brought deceased up from the bottom of the hold and he was at once attended by Mr Barkley, the ship's doctor. Deceased was then dead, but the injuries received by the fall were of a fatal nature, both thighs being broken and the left side of the head also seriously injured.

The poor fellow expired from the effects at about 3 a.m.

The reason for the hatch being open during the night, which was not a usual thing on board, was that the lower hold had been washed out that day, and a wind-sail had been passed through the hatchway to ventilate the hold, and until that was accomplished the hatch could not be closed.

The jury returned a verdict of accidental death.

Revera's telegram in the *Straits Times* regarding Lord Hartington's ultimatum to Mr. Parnell's demands is much fuller and more intelligible than the one circulated here. For the purpose of comparison we give them both below, the Hongkong one first, and the Singapore one second:—

(London, August 31.)—Lord Hartington states that if Parnell persists in making impossible demands on behalf of Ireland, parties will combine to veto them.

'London, 31st August.—Lord Hartington in a speech stated that it was from Mr. Parnell's demands is much fuller and more intelligible than the one circulated here. For the purpose of comparison we give them both below, the Hongkong one first, and the Singapore one second:—

(London, August 31.)—Lord Hartington in a speech stated that it was from Mr. Parnell's demands is much fuller and more intelligible than the one circulated here. For the purpose of comparison we give them both below, the Hongkong one first, and the Singapore one second:—

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presentations made to Peking by the Chamber. Whether or not Mr O'Connor has arrived in the present instance through ignorance, or whether that acting official has replied to the Chamber's recent remonstrances through the Hongkong Government in response to a suggestion from the Governor, is immaterial. But the precedent is one which it may be hoped will not be again acted upon. When it is remembered that Governor Bowen declined to bear any responsibility in reference to what he chose to call "matters affecting trade at the Treaty Ports," some six months ago and passed on that duty to the Superintendent of Trade (H. M. Minister at Peking), it seems a little inconsistent that any action should now be countenanced at Government House which has the appearance of interfering with the free and unfettered communication between the Superintendent of Trade and the Hongkong General Chamber of Commerce.

INSPECTION OF TROOPS BY THE GENERAL

On Friday next, H. E. Major General Cameron, accompanied by several members of the Staff, will leave here for Singapore for the purpose of making the annual inspection of the troops stationed in the Straits Settlements. Before leaving, however, the General has been engaged, during the last five or six days, in inspecting the different branches of the Garrison here in their performance of various exercises and operations. On Friday last the General was present to inspect a display of field signalling, by night at Kowloon, the signalling party being a detachment from the "Buff." On Monday afternoon about 400 rank and file of the Regiment, under the command of Col. Graves, were inspected in attack and skirmishing exercises, also at Kowloon, when twenty rounds of blank cartridge were supplied to each man. We understand that General Cameron expected himself as satisfied with the manner in which the operations on this occasion were carried out. Yesterday morning, the two Batteries of Royal Artillery were inspected at gun drill by His Excellency, the members of the Southern Division, at Murray Battery and the Lancashire Division at Wellington Barracks.

Mr R. A. Mowat, Assistant Judge of the Supreme Court of Shanghai, accompanied by Mrs Mowat, were to leave Shanghai for Choo-tow by steamer, Kowloon on the 6th instant.

The following telegram was received at Manilla from the Spanish Colonial Office—

MADRID, Sept. 2nd.—Since my last, cholera has decreased in the provinces before mentioned, except in Almeida. It broke out, however, in Cadiz and some of its provinces.

This Mukden report that the Nogus of Abyssinia had declared his readiness to receive Kassala, if England, Italy and France will guarantee his present possessions, and consent to his annexing the whole Red Sea coast south of Sinkia, including the town of Kassala itself.

It is consequence of the robbery of treasure from the strong box in the Captain's cabin, everybody belonging to the *Fung-shau* has been removed from her, and transferred to the *Foo-chi*. Captain Forde, of the latter vessel, and all his officers and crew, have gone on board the *Fung-shau*.

The following original item appears in a Japan exchange.—The proprietor of the *Koto Shindan* ceased issuing his paper on the 18th instant, and a funeral service, conducted by priests, was performed to the memory of the deceased chronicler.

STEAM-LAUNCHES, native and foreign, will henceforth be restricted to the Shantung of the 4th inst., when going into the interior, to be taxed by the Chinese Government. The tax will be enforced for the next two years only, and it will be used to defray the expenses incurred in deepening canals and other waterways.

The U.S. gunboat *Potos*, says the *N.-O. D. News*, is coming to Shanghai in about a month for extensive repairs. It would be interesting, our contemporary adds, to know how much this vessel has cost for repairing she has been out on the station. The total sum would probably be enough to purchase several vessels like her.

A FORKSONG from Tientsin writes to the Courier:—"Li Tanyen, the former Minister to Austria, France, Germany and Italy was in Tientsin making a temporary stay at the Vicerey Li's mansion. He will go to Peking shortly with the Vicerey. The ex-minister will have great influence in future, and will be the coming man of China. He is well versed in the German language, and well acquainted with foreign matter."

The Supreme Court, Shanghai, on the 2d instant, Mr. Wainwright appeared on behalf of the Agric Bank and made application for a new trial in the case of Lemachand v. the Agric Bank, his plea being that the jury had been misinformed by the Judge. The Chief Justice (Sir R. Rendle) gave judgment "directing a new trial to be made on the ground stated."

Mr. R. A. Mowat, Assistant Judge, delivered an independent opinion on the application, disagreeing with the view taken by his Lordship.

It is apparent from the second version that Lord Hartington's statement was intended to serve as a reply to the boast of the "Uncrowned King of Ireland," as Mr. Parnell has styled, that he was "confident of winning Irish independence during next session of Parliament." Obviously, the policy of concession which Lord Salisbury has adopted in Irish Affairs is not approved of by many of his followers.

It is also apparent that before Home Rule is won for the Emerald Isle, its supporters will have to overcome a powerful opposition in the House of Commons.

This question, whether the Hongkong General Chamber of Commerce has a right to address despatches direct to the British Minister or H. M. Chargé d'Affaires at Peking, and whether the Chamber can rightly expect to receive replies from Peking direct, have somehow again cropped up, the Chamber having just received a reply to a communication addressed to H. M. Chargé d'Affaires through the Hongkong Government. It was generally believed that the matter had been set at rest last year, upon H. E. the Governor expressing a wish that such communications should be forwarded and received through the medium of the Colonial Government. The Committee of the Chamber then took a very strong view of the question, and rightly declined to approve of the suggestion. It had long been conceded as a right to the Chamber to address H. M. Minister at Peking without the aid of an intermediary, and the British Ministers at the Chinese capital have never deemed it derogatory to their position to address the Chamber direct, not to speak of forwarding replies direct to re-

lards. The islands lie between the parallel of 24° 2' N. and 5° 6' N., and the meridians of 123° 56' and 125° 30' E.

At the Council Board Room, Shanghai, on the evening of the 2nd instant, Sergeant Hough of the Shanghai Light Horse was handed his commission as Adjutant of the Troop by Captain Kewick, Commanding the Troops, and Civil Commandant of the Volunteers. Cap. Kewick made a short and appropriate speech on the occasion, and expressed his pleasure at the recognition of Sergeant Hough's valuable services in connection with the Light Horse. Sergeant Hough replied in few words signifying his sincere appreciation of the honour conferred upon him. Lt.-Col. de Malherbe then, took the opportunity to present to Sergeant Hough, on behalf of the whole Troop a handsome silver cup, for which the presents returned suitable thanks, saying that it was a most pleasant surprise.

At the adjourned enquiry, held this afternoon into the circumstances attending the death of John Carter, a seaman of the S.S. *Rosetta*, Mr Charles Barkley, the doctor of the Rosetta, Mr. Way, the third officer, and a seaman named Barnett, were examined.

The evidence was to the effect that the deceased had, on the evening of the 6th inst., after coming off watch at 8 o'clock, taken his pillow from his quarters below to the skylight on the upper deck with the intention of lying down for a time on the skylight to get cool before turning in. The skylight was eight feet above the level of the deck, and was close to the fore hatchway. Barnett appears to have been in the habit of sleeping on this skylight ever since the vessel arrived in Hongkong, but this was the first night the deceased man had done so.

The skylight was a dangerous place to sleep on, and it appears that about 11.15 p.m., the deceased fell off it down into the hold through the open hatchway, a distance of some thirty-two feet. Barnett, who was sleeping beside him, was awakened, and, after obtaining assistance, brought deceased up from the bottom of the hold and he was at once attended by Mr Barkley, the ship's doctor. Deceased was then dead, but the injuries received by the fall were of a fatal nature, both thighs being broken and the left side of the head also seriously injured.

The poor fellow expired from the effects at about 3 a.m.

The reason for the hatch being open during the night, which was not a usual thing on board, was that the lower hold had been washed out that day, and a wind-sail had been passed through the hatchway to ventilate the hold, and until that was accomplished the hatch could not be closed.

The jury returned a verdict of accidental death.

Revera's telegram in the *Straits Times* regarding Lord Hartington's ultimatum to Mr. Parnell's demands is much fuller and more intelligible than the one circulated here. For the purpose of comparison we give them both below, the Hongkong one first, and the Singapore one second:—

(London, August 31.)—Lord Hartington in a speech stated that it was from Mr. Parnell's demands is much fuller and more intelligible than the one circulated here. For the purpose of comparison we give them both below, the Hongkong one first, and the Singapore one second:—

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INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & CO.,
Hongkong, January 1, 1882.

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THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to:

ARNHOLD, KARBERG & CO.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1882.

THE LONDON ASSURANCE.

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Firs Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.,
Hongkong, July 25, 1882.

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THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 5, 1882.

856

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

Hongkong, May 10, 1881.

938

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & CO., Agents.

Hongkong, July 1885.

1230

INTIMATIONS.

The Overland China Mail,

A WEEKLY 8-PAGE JOURNAL,

IS PUBLISHED to suit the Despatch of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of news paper for their persons, will please let the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains considerable commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issues.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

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1561

SUMMER TIME-TABLE,
THE KOWLOON FERRY.

STEAM LAUNCH

MORNING STAR

RUNS DAILY AS A FERRY BOAT between Fodder's Wharf and Tsim-Tsa-Tsui at the following hours:

C. D. HARMAN,
Acting Agent.

Hongkong, September 8, 1885.

1561

MAILS.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to meet

the wants of many students of Chinese caused by the discontinuance of 'Notes and Queries on China and Japan,' has reached its Thirteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of extending trustworthy information. It includes an interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., etc., to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review,' care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining and diffusing among students knowledge on obscure points.

The Correspondent's column also affords further and greater facilities for the interchange of views and discussion of various topics.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer calls at Marseilles.

Note.—The next TWO ENGLISH MAILED will leave on FRIDAY—after that and until further notice they will leave on TUESDAYS—the first Tuesday departure being on OCTOBER 13TH.

A. MOYER, Superintendent.

Hongkong, August 28, 1885.

1479

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,

PORT SAID, AND BLACK SEA PORTS.

NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

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